

France simply desires to secure to Annam the provinces on the left bank of the Mekong which she has taken by force. We do not wish to take any Siamese territory; we will be glad to remain as good neighbours, and we will even guarantee her independence if she will make it worth our while. She has a serious internal difficulties, and outside she is afraid of England. We want no fresh conquests, but we do not want to see a fine colony like Cochinchina fall into the clutches of Britain.

THE OTHER STORY.
The official correspondence between M. Pavie, French Minister at Bangkok, and Prince Devawongse, Siamese Minister for Foreign Affairs (which is too long to be reproduced in full) shows that France informed Siam on July 11th that the British Government intended sending several ships to Siam, and that the Republic would therefore follow suit by sending the *Comde* and the *Incantant*, "stating precisely that the action is exclusively of an anti-military nature with the positions which England and other powers have taken in the incident." Siam replied that England had not yet sent more than one ship, the *Swift*, that France had already one, the *Lutin*, which went to Bangkok first, so that it was untrue that other powers took the initiative; and that, presumably, France would not wish to send more vessels unless other powers did. Moreover, it could not be admitted that any treaty should be construed so as to abolish Siam's rights over her own rivers, or allow foreign warships to enter at will, and would provide his government and the Admiral of this reply, and insisted that the *Incantant* must anchor at Paknam and wait for a reply. Prince Devawongse again wrote objecting to the *Incantant* anchoring at Paknam (within Siamese waters) especially as the absence of the supposed British squadron made the presence of the French squadron unnecessary; Siam definitely refused to allow them in the Menam, and had instructed her officers accordingly, and would provide the French Minister in Paris (Prince Vadhana) who related that the French Government had undertaken to countermand the orders as to the gunboats, in view of the fact that England had not sent more than one ship; the *Incantant* had no intention to send troops or attack Siam in any manner. The *Incantant* was accordingly ordered to wait.

After all this correspondence, which closed on the 12th July, the *Incantant* and *Comde* proceeded on the 13th, to rush the passage. A small trading steamer, the *Jeon Baptiste*, was sent in advance to bear the brunt of the battle, if battle it was to be, and as it happened she was sunk. The two warships steamed at full speed past the *Jeon Baptiste* and away from the little rotten old vessel constituting the Siamese "Fleet," and went right to Bangkok. Fifteen Siamese ships were killed and thirty were damaged. Prince Devawongse has demanded three million francs indemnity, besides the cessation of the disputed provinces. Siam proposed a commission of arbitration to assess the damages; and this has been accepted by France. M. Pavie is under orders to leave Bangkok (according to Reuters telegram today) and apparently will be declared immediately or "repatriated" be deluged in again. It would seem that there is as much injustice under international law as under any other.

DEATH OF DR. MACGOWAN.

Dr. Daniel Jerome Macgowan, the oldest foreign resident in Shanghai, and one of the best-known men in China, passed away quietly on the morning of the 20th inst. at his residence, Boone Road in his 79th year. Born at Fall River, Mass. in 1814, he says the *N. C. Daily News*, first came to Ningpo as a missionary doctor, exactly fifty years ago. During the Civil War in the United States, he served as a surgeon with the northern armies, and made himself much respected at Washington. He returned to China in 1865 as the agent of a syndicate that proposed to build a telegraph line to China, by way of Behring Straits, and from that time made Shanghai his headquarters. His wife, who was equally popular with himself, died about 1873, and he was never quite the same man after her death. He leaves only one child, a daughter, the wife of Sir Chaloner Abbot, who he had intended to send to join in England. Sir Robert Hart gave him the appointment in the Customs in 1879, and he served in Shanghai and in Wanchow, at which latter post he had full scope to pursue his studies in folk-lore and natural history. He was a man of vast and varied information which he was always anxious to add to, and to impart to others, and was a contributor to the columns of the *N. C. Daily News* from the first, as well as to numerous other missionary, scientific, and literary publications. He was a thoroughly genial, kind-hearted man, at home in any company, and always with something fresh to tell, and who bore his years wonderfully, as his recent long and arduous trip in Siberia showed. He only returned from a visit to Peking and Tientsin on Saturday last, and had been ailing, but refused for some time to consult a doctor. He was expecting from the Viceroy Li Hong-chang letters of introduction to the new Minister to the United States, Mr. Yang Ju, to whom the Viceroy recommended him for the post of adviser to the Legation at Washington. He took to this duty, and on Wednesday he was sent for, but on Wednesday he got up and dressed himself preparatory to going out. He was persuaded to return to bed, where he died quite quietly of exhaustion and old age, at 10.30 a.m.

The funeral took place at the New Cemetery, Shanghai, on the 21st and there was a large gathering of his old friends and acquaintances, among whom were a large number of natives. The service was conducted by the Rev. W. Mulholland, who made an eloquent address in the Chapel, in which he touched sympathetically on the history and character of Dr. Macgowan, especially in relation to the love he bore to missionary work, even after he had ceased to formally belong to the missionary body. The coffin was covered with wreaths and crosses of flowers, and it was with deep and genuine regret that all present saw the last of one who was a resident in China before Shanghai was opened, and who has done so much in his half-century in China to make Chinese and foreigners better acquainted with each other.

HANKOW.

(FROM OUR OWN CORRESPONDENT.)

July 16th.
It is very difficult to get reliable news from Sunghp just now, but I believe the following items are fairly correct. Li Taotai has arrived at that place, and along with the Macbong magistrato has begun an inquiry into the riot. He is lodged in a temple, and great pains are being taken by the district authorities to secure his comfort, and to feed him sumptuously. It is of the first importance for them to secure his safety, and as he is honest, straightforward, and a good report, and as he is a weakling for good living, they feel that they will fare all the better at his hands the better he fares at there. There is no disturbance in the Sunghp neighbourhood, and everything goes on as usual, save in the limited circle directly affected by the riot, Li Taotai has

invited Li Kia-chang to come and assist him in the investigation. This is the gentleman who both before and since the riot has been accused of being the prime mover in it. He is a broken-down, blue button, military mandarin who saw a good deal of service in the rebellion times but through his own bad conduct has for some years been reduced to the necessity of living on his wits. The result of the investigation thus far has been a resolution to hold the few natives who rendered any assistance to our murdered brethren responsible for the whole affair. They reason logically enough that if natives had not assisted them they could not have been in Sunghp, and if they had not been in Sunghp they could not have been killed there, therefore the friendly natives are guilty of their death. These few natives, however, have all run away. Several of them have taken refuge in the Concession here. Up till now Li Taotai has been able to lay hands on only one, a poor coolie who acted occasionally as messenger and water-carrier to the unfortunate missionaries and who considered himself secure in his insignificance. Him Li has laid hold of, and after giving him 2,000 blows has locked him up securely for future use. Friends of his have come down pleading that we should interfere in his behalf, but nothing can be done by anybody—the poor fellow may lose his head for the crime of carrying water to a missionary. These things are hardly credible, and yet they appear to be perfectly true. However, in a few days we shall have thoroughly reliable information.—*N. C. Daily News.*

WUHU.

(FROM A CORRESPONDENT.)

18th July.
The weather here during the last two days has been deliriously cool, a welcome change after the oppressive heat of the previous week. So far the up-river cruises have not reached this port and we are basking in the full enjoyment of peace and good-will, so far as foreigners are concerned, though the natives had a little rumour of the other day that might easily have led to serious results had it not been promptly put down. It arose out of an attempt at imposture on a Japanese tradesman by a coolie who appears to have found a bill dropped by the former, and presented it for payment at his shop. An altercation arose, and the "Jap" becoming angry at the audacity of such a flimsy imposture "chucked" the coolie out. A little later a small crowd assembled outside the Japanese shop and commenced to annoy its occupants by throwing filth to the verandah and through the windows. This continued until late at night, and the following morning a crowd again assembled armed with bamboo and stones and commenced to break the windows and doors of the Japanese house. The Japs, who in fact held the doors of their house pluckily, and there can be no doubt prevented it being looted by the crowd, dealing out heavy blows right and left and keeping their domicile intact. One of the Chiamen lost an ear in the scrimmage; but the plucky little Japs below nearly fatigued and overpowered by numbers were on the point of giving way, when Mr. Perkins the Consul's constable arrived, and by dint of hard knocks and strong Saxon succeeded in dispersing the crowd and raising the siege, just as some *yamen* runners came up and made an arrest or two. This ended the business; and the case will be dealt with by the local officials. The conduct of the little Japanese was admirable and decisively showed the superiority of the race.

Yesterday, we went on Friday for Kikung, relieved here by the *Redpoll*, expected to-morrow. A cricket match between teams of the gunboat and the residents was played on the 13th, and ended in a crushing defeat for the sailors who say they are only beaten, not vanquished, and promise to return to the attack after practice with their newly formed team.

Although no indignation meeting has been held at this point the small community is unanimous in expressing their disgust at the loathsome atrocities committed at Sunghp which are apparently to be settled by money again. If this is to go on in China, a profitable market might be opened with the surplus population of Great Britain at so much per head and the great question of over population will thus be solved. This is a grim joke or so serious a matter and may seem in bad taste, but the flabby inaction of the Great Powers in these matters is simply execrable and breeds the greatest disgust in the hearts of foreigners in China who are pushing their country's interests. Let blood be the price of blood, and degradation the price of abetting, and massacres in China will cease.—*N. C. Daily News.*

WANTED—CHEAP JUSTICE.

The rejection, by a large majority of the New South Wales Council, of the bill to reduce the cost of litigation, is a circumstance which can hardly be termed unexpected. During recent years various measures, ostensibly tending towards the same end, have been introduced in nearly every province of Australia, and with hardly an exception they have been ignominiously rejected. In most cases they deserved no better. There was hardly a semblance of originality about any one of them. They all proposed to repair the old-established cancer, and not one was directed at its excision. In almost every case they started fairly enough, on the assumption that the law exists chiefly for the benefit of lawyers; that lawyers exist principally to obscure the truth in the interests of moneybags, and ruin clients, and pervert the course of equity; and that, under the present regime justice is so commodiously achieved that the poor man has a right to purchase it, and then they invariably proposed to leave the system as it was, and merely to patch some small detail of the business—stop one of the thousand leaks through which the litigant's money dribbles away, to be lost in the great sea of fraud and parchment and red tape, while the other 999 remained as before. This was the purpose of the best of the so-called reforms; the others merely proposed to replace some cumbersome, foolish, and expensive process in the legal bulwark with another process as cumbersome and as foolish, and often a trifle more expensive than the one to be superseded.

The first step towards legal reform is an adequate realisation of the evils to be remedied. These are far too many to be even enumerated in the limits of one article, but a few of the more conspicuous are as follows:—The laws are mostly made by lawyers whose interest it is to make them so complicated and obscure as to defy the comprehension of any but a trained specialist, and so effectively has this been accomplished that hardly any two specialists ever agree as to the meaning of a statute unless they are paid a large sum for doing so. The method of setting the law in operation is so complicated that hardly any but a specialist who has received a heavy fee can find the spring which starts the machine working. The client in any important civil case has to hire at least two separate counsels—he may have to hire six, but the solicitor and the barrister form the minimum—before he can get a hearing; he has to tell the case to one counsel and then pay him to tell it to the other counsel. When he has done this he has no more substantial guarantee that his case will be attended to than before he started; if the second counsel doesn't turn up, and the case is lost and the client ruined for want

of him, the bill has to be paid all the same, and there is no semblance of redress. The legal profession has become so degraded that it is held as an honourable action to uphold a foul and glaring wrong with the full knowledge that it is a wrong, to win the case of the meanest swindler by means of technicalities which have no bearing whatever on the merits of the cause, and to defraud the poor and rob the widow and defame the just demands of the oppressed on account of some informality or other in the filling up of some useless paper that merely exists to be stuck on a file and left there to rot. And, in addition to this, it is a practically and strictly professional thing to prop up any scoundrel swindler by casting lying aspersions on anybody and everybody who stands in the way.

Furthermore, the judges have, in many instances, practically abdicated their functions. It is a point of legal etiquette with many judges to know only as much of the law concerning the case as is set forth by the barristers on each side. Therefore the man who is compelled by poverty to conduct his own case, or to put up with a cheap and inefficient barrister, or whose barrister fails to put in an appearance, frequently has a decision given against him, even when the judge, who gives that decision, is well aware that the law is distinctly in his favour, simply because the judge's attention has been so carefully drawn to some particular point of law by a high-priced functionary in horse-hair. Moreover, in a very large proportion of cases the judges give decisions which they cheerfully admit to be unjust, simply because some one of the hundred thousand useless formalities required by the system of lawyer-made law has not been duly complied with. The idea that justice goes before law, and that the eternal truth is of more account than the proper legalising of some mouldy blue-paper form is a thing far beyond the range of the ordinary judicial intelligence. And even all this is only a small part of the great conundrum. It is the first duty of every citizen to obey the law; to obey the law he must know what it is; to know what it is he must be able to find it. Yet not only does no single layman in Australia know the law or know where to find it, but no single lawyer or judge in this continent is able to efficiently direct the law. The law is partly made up of the sediment of old legal specialties, and partly of a mass of English statutes written in a barbarous jargon in the Middle Ages, partly of legends, customs, and widely confused, contradictory, and half-forgotten precedents, and partly of many hundred degraded and incomprehensible local enactments written in that murky dialect peculiar to the legal intellect, and amendments thereon, and patches put upon the amendments. There is no compendium of it to be found or bought anywhere; it is all confusion and utter bewilderment and a senseless, purposeless, useless groping in the dark.

If this nefarious system is ever to be remedied, the reform must begin at the bottom. Hitherto it has only been feebly attempted at the top. In the first place, all the existing statutes of every Australian province should be embodied in a code, and everything outside the code should be abolished, so that there shall be no more erratic decisions based on enactments of ancient Plantagenet and Tudor kings which have been unheeded from their mosty repose to pervert the course of justice. The code should be periodically revised so that it may be as far as possible, an epitome of the entire legal system of the country. At each revision an attempt should be made to condense the law into a smaller compass, to make its meaning more and more distinct, and to make the forms of legal procedure less and less complicated. The pleadings on either side should be confined to statements of facts whereby the intelligent layman and the legal specialist would be enabled to call on an equality; and the law should be supplied by the judge only. The assumption that the judge doesn't know the civil law and can't grasp the facts, unless he is informed of it and then by acutely advocate, so that fonside has an indifferent barrister or no barrister at all the judge only knows as much of the law as is pointed out by the other side, is a gross perversion of justice in favour of the rich and to the disadvantage of the poor. Even if this innovation required that the number of judges should be doubled or trebled it would be well worth that cost. Above all things, it should be recognised that litigation is an un-mixed evil which it is the business of the law to diminish to the uttermost, and that the law exists, not to support lawyers, but to make lawyers unnecessary.

In Norway there prevails a system which, with very slight alterations to suit differences of social conditions, would prove a stupendous boon to the lawyer-ridden land of Australia. It consists of local courts of arbitration through which all civil cases, great and small, must pass before they can reach the superior courts; they are widely diffused throughout the country, so that every man can find justice within a reasonable distance of his home. They are bound to hear every case within a certain number of days—seldom more than fourteen—of its inception. They are also bound to render their decision within a fixed period after hearing. No lawyers are allowed to appear on either side; each party must state his case in person, or through the medium of a friend, but no paid advocacy is recognised. The whole cost of a law-suit is thereby ever exceeds a few shillings. The decisions of the court may be appealed against, and the case heard in the higher courts with all the customary legal paraphernalia, but the party making the appeal is required to pay the entire expenses of the suit. As a natural result appeals are comparatively few, and the great bulk of the litigation begins and ends in the local courts. Their decisions do not always give satisfaction, but they are fully as satisfactory as those of the most expensive law court yet invented, and they have at least one advantage which no civil court in Australia has ever yet possessed—they never ruin any litigant in costs, or absorb the whole amount in dispute and leave nothing but the bill of costs for all parties concerned.

The *Zulu* is not sufficiently sanguine to suppose that any such system will ever be enacted by any of the present lawyer-ridden Parliaments of Australia, but it is a common saying that the only thing more ruinous than law is arbitration, and as the latter principle is applied in Australia, the statement is strictly true. When an arbitration court is established in this country, the first proceeding is to appoint a dozen briefless and often brainless barristers, at high salaries, as assessors, clerks of awards, assistants, associates and general hangers-on. These several tons of elaborate forms are laid in, which have to be filled up according to certain cast-iron rules before the court takes cognisance of anything, and a huge table of costs and charges is drawn up, and expensive barristers are admitted to conduct the proceedings, with junior barristers and solicitors to assist them, at fees quite as exorbitant as those levied in the Supreme Court; and the applicant who tries to conduct his case without any array of counsel is as helpless under the new system as under the old. Whenever any measure for reducing the cost of litigation is proposed the legal element in the Legislature proceeds to amend it and tack on elaborate formalities of all sorts and descriptions, until the cheap justice of the future becomes even more costly and more inaccessible than the expensive justice of the past. And so long as the nation gives its support, at Parliamentary elections, to barristers and magistrates in horse-hair, it deserves no better fate.—*Sydney Bulletin.*

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No. 30, Water Street, Yokohama.
Yokohama, 12th August, 1892. [20]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
WATCHES and BOOKS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Votier's and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, No. 8, Queen's Road Central. [194]

Hotels.

VICTORIA HOTEL.
REDUCTION OF RATES.
RATES for BOARD and LODGING, Reduced to
\$55.00 PER MONTH and UPWARDS,
according to Room selected.
For full particulars apply at the Office,
VICTORIA HOTEL.
Hongkong, 13th July, 1893. [794]

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed HOTEL, situated at a height of 7,250 feet above sea-level, having been leased by the proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.
SUMMER RATES.
One person, per day.....\$ 4.00
One person, per week.....25.00
One person, one month.....\$70 to 85.00
Married couple (occupying one room) per day.....7.00
Married couple (occupying one room) per week.....45.00
Married couple (occupying one room) per month.....120.00
For full particulars apply to
VICTORIA HOTEL.
Hongkong, 11th April, 1893. [235]

THE WESTERN HOTEL,
QUEEN'S ROAD WEST.
OLD "BEN" PRESIDES.
A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE.
The very best LIQUORS and ACCOMMODATION.
They come as Strangers but leave as Friends.
BEN. FRANKLIN TAYLOR, Proprietor.
Hongkong, 28th March, 1893. [389]

THE SHAMEN HOTEL.
BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the "River Steamer Wharves," is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table d'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
JOHN C. FOSTER, Manager.
Hongkong, 1st September, 1892. [27]

HAUENSTEIN'S HOTEL,
A.M.O.Y.
THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
Terms Moderate.
R. HELLWIG, Proprietor.
Amoy, 1st September, 1892. [28]

TAKARADZUKA HOTEL.
ONE HOUR AND A HALF FROM KORE, via NISHINOMIYA.
EXCELLENT CUISINE and CELLAR. LOVELY SCENERY and COOL NIGHTS.
THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.
For terms and particulars, apply to
MISS A. HUGHES, Managers.
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The Share Market.

LATEST QUOTATIONS.	
Hongkong and Shanghai Bank—98 per cent. prem. sellers.	
The National Bank of China, Ltd.—on £8.10, paid up—50 per cent. sellers.	
The Bank of China, Ltd.—Founders' shares, \$10 per share, sellers.	
The Bank of China, Japan & the Straits, Ltd.—100 shares, \$10, sellers.	
The Bank of China, Japan & the Straits, Ltd.—100 shares, \$10, sellers.	
China Imperial Loan of 1884—21 per cent. premium sellers.	
China Imperial Loan of 1884—21 per cent. premium, buyers.	
China Imperial Loan of 1886—14 per cent. premium.	
Union Insurance Society of Canton—\$83 per share, buyers.	
China Traders' Insurance Company—\$34 per share, sellers.	
North China Insurance—Tls. 110 per share, buyers.	
Canton Insurance Company, Limited—\$112 per share, sales and sellers.	
Yangtze Insurance Association—\$100, sellers.	
On Tai Insurance Company, Limited—Tls. 150 per share.	
Hongkong Fire Insurance Company—\$320 per share, sellers.	
China Fire Insurance Company—\$83 per share, sellers.	
Hongkong, Canton, and Macao Steamboat Co.—\$37 per share, sellers.	
China and Manila Steam Ship Company—\$25 per share, buyers.	
Indo-China Steam Navigation Company, Limited—40 per cent. discount, 8 sellers.	
Douglas Steamship Company—\$35 per share, sales and sellers.	
The Steam Launch Co., Limited—\$30 per share, sales.	
Hongkong and Whampoa Dock Company—70 per cent. premium, buyers.	
Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.	
Hongkong Hotel Company—\$15 per share, sales and buyers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.	
The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.	
The Shamien Hotel Co., Limited—\$44 per share, sellers.	
Panjin Mining Co.—\$44 per share, sales and buyers.	
The Raub Gold Mining Co., Limited—\$4 per share, sales and sellers.	
The Balmoral Gold Mining Co., Limited—40 cents, per share, sellers.	
Société Française des Charbonnages du Tonkin—\$85 per share, sellers.	
The Jelebu Mining and Trading Co., Limited—\$45 per share, sales and sellers.	
London and Pacific Petroleum Co., Ltd.—n.s. nominal.	
China Sugar Refining Company, Limited—\$155 per share, old shares, sales and sellers.	
Luxon Sugar Refining Company, Limited—\$35, n.s.	
A. S. Watson & Co., Limited—\$11 per share, sales and buyers.	
Dakin, Crutchbank & Co., Limited—\$1 per share, sellers.	
Hongkong Dairy Farm Co., Limited—\$44 per share, buyers.	
The Kowloon Land Investment Co., Limited—\$64 per share, sales and buyers.	
The Hongkong Land Investment Co., Limited—\$50 per share, ex. div. sales and sellers.	
The West Point Buildings Co., Limited—\$33 per share, sellers.	
H. G. Brown & Co., Limited—\$8 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$40 per share, nominal.	
Hongkong Rope Manufacturing Company, Limited—\$85 per share, sellers.	
Hongkong Gas Company—\$105 per share, buyers.	
Hongkong Ice Company—\$68 per share, sellers.	
Hongkong and China Bakery Company, Limited—165 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$14 per share, sellers.	
The Green Island Cement Co.—50 cents, buyers.	
The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.	
The Hongkong Steam Laundry Co., Limited—\$15 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$67 per share, sales.	

EXCHANGE.	
On LONDON—Bank, T. T. 2/6	
Bank Bills, on demand 2/6	
Bank Bills, at 4 months' sight 2/6	
Credits at 4 months' sight 2/6	
Documentary Bills, at 4 months' sight 2/6	
On PARIS—	
Bank Bills, on demand 3/14	
Credits, at 4 months' sight 3/14	
On INDIA—	
T. T. 193	
On Demand 193	
On SHANGHAI—	
Bank, T. T. 72 1/2	
Private, 30 days' sight 73	

VISITORS AT THE HONGKONG HOTEL.

Mr. H. S. Cooke.	Mr. T. Mitchell.
Count Coudenhove and Mr. F. Moake.	Mr. G. Maud.
Mr. E. H. Derrick.	Mr. E. Murray.
Rev. A. Ely.	Mr. F. E. Sheen.
Mr. W. P. Greene.	Mr. Jules Siegfried fils.
Colonel General & Mrs. H. A. Spill.	Mr. J. Stubb.
Mrs. Halcy.	Mr. J. Tabet.
Mr. H. E. Hobson.	Mr. C. Pila.
Mr. & Mrs. A. O'Keefe.	Mr. C. Zanella.
Mr. N. Lazarus.	Mr. S. W. Zvereff.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. W. H. K. Loxley.
Mr. H. W. Erd.	Mr. MacLennan.
Mr. C. E. Blit.	Mr. & Mrs. E. J. Malt.
Captain Bioherton.	and family.
Mr. A. Cumming.	Mr. E. A. Messer.
Mr. F. D. Acon.	Mr. McDevitt.
Mr. and Mrs. R. D. von	Mr. Mehta.
and family.	Mr. Mounsey.
Mr. F. E. C.	Mr. R. R. R.
Mr. W. E. van der	Mr. W. Ramsay.
Mr. S. Forsyth.	Mr. H. W. Robertson.
Mr. Green.	Mr. E. Skella.
Mr. E. J. Grist.	Mr. Sparrow.
Mr. E. J. Hagen.	Mr. E. Tomlin.
Mr. Thos. Howard.	Mr. Geo. L. Tomlin.
Mr. V. Kelod.	

HONGKONG TEMPERATURE.

(From Messrs. Cox, Palmer & Co.'s Register.)	To-day.
Barometer—5.10	5.10
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0
Thermometer—72.0	72.0

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravenna*, with the outward English mail, left Singapore on the 23rd instant at 6 a.m., and is expected here on the 28th.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yarra*, with the outward French mail, left Singapore on the 19th instant, and may be expected here to-morrow.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco and Honolulu, left Yokohama on the 22nd instant, and may be expected here on the 27th.

The O. & O. S. S. Co.'s steamer *Belgica*, with mails, &c., left San Francisco for this port, via Yokohama, on the 13th instant.

The P. M. S. S. Co.'s steamer *Peru*, mails, &c., left San Francisco for this port, via Yokohama, on the 22nd instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Mogul*, from Victoria, B.C., left Yokohama on the 22nd instant, and is expected here on the 28th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver for Japan, Shanghai and Hongkong on the 17th instant, and may be expected here about the 6th proximo.

STEAMERS EXPECTED.

The D. D. R. steamer *Irene*, from Hamburg, left Singapore on the 20th instant, and is expected here on the 26th.

The Navigazione Generale Italiana steamer *Disegno* left Bombay on the 12th instant, and may be expected here on the 30th.

The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 14th instant.

ARRIVALS.

CHARTERS TOWERS, British steamer, 1,905 A. Murty, 24th July—Kutchikan 19th July, Coals—Mitsui Bussan Kaisha.	
FAIRHORN, British steamer, 904 John Warren, 24th July—Canton 24th July, General—Jardine, Matheson & Co.	
FRILUND, British steamer, 752, Morgan, 24th July—Canton 24th July, General—Butterfield & Swire.	
CALDONNIN, French steamer, 2,093, P. Flaudin, 25th July—Shanghai 22nd July, Mails and General—Messageries Maritimes.	
NINOPO, German steamer, 768, Th. Lehmann, 25th July—Canton 25th July, General—Siemens & Co.	
NIZAM, British steamer, 1,615, F. J. Cole, 25th July—Bombay 5th July, and Singapore 19th, General—P. & O. S. N. Co.	
LY-AN-MOON, German steamer, 1,284, G. Heuermann, 25th July—Shanghai 21st July, General—Siemens & Co.	
CHUYEN, Chinese steamer, 1,233, C. R. Nell, 25th July—Shanghai 16th July, and Swatow 24th, General—C. M. S. N. Co.	

CLEARANCES AT THE HARBOUR OFFICE.

Kwanlee, Chinese steamer, for Shanghai.	
Felling, British steamer, for Shanghai.	
Thales, British steamer, for Swatow, &c.	
Swatow, German steamer, for Amoy.	
Cromarty, British steamer, for Singapore, &c.	
Felling, British steamer, for Newchwang.	
E-sang, British steamer, for Shanghai.	
Crown of Arragon, E. S. S., for Foochow.	
Boche, British steamer, for Saigon.	
Wm. La Lachur, British b.c., for Manila.	

DEPARTURES.

July 25, <i>Hanoi</i> , French steamer, for Haiphong.	
July 25, <i>Triumph</i> , German str., for Hoihow, &c.	
July 25, <i>Braunschweig</i> , German steamer, for Singapore and Bremen.	
July 25, <i>Kwanlee</i> , Chinese str., for Shanghai.	
July 25, <i>Thales</i> , British str., for Swatow, &c.	
July 25, <i>Swatow</i> , German steamer, for Chaofo.	
July 25, <i>E-sang</i> , British str., for Shanghai.	
July 25, <i>Madagascar</i> , British str., for Singapore, &c.	
July 25, <i>Chusan</i> , German steamer, for Hoihow.	
July 25, <i>Cromarty</i> , British steamer, for Singapore and Swatow.	

PASSENGERS—ARRIVED.

Per *Calcutta*, from Shanghai for Hongkong.—Mr. and Mrs. Kramer, Mrs. Salter, Messrs. Duflete, J. Wells, 4 Indians, and 1 Chinese. From Yokohama.—Messrs. A. Levy and Victor. From Kobe.—Mr. Sagara. From Shanghai for Saigon.—Mr. Bodelle. From Manila.—Mr. Smith, Messrs. J. T. Drysdale and G. Robertson. From Yokohama for Saigon.—Messrs. Roudo, Grosbary, and Rover. For Singapore.—Mr. Lum. For Batavia.—Messrs. Zexery, Haag, Mundt and servant. From Kobe for Singapore.—Mrs. Yamada, Miss Kaito, Miss Matsui, and Mr. Sakaki. For Calcutta.—Mr. Franco.

Per *Chiyun*, from Shanghai, &c.—33 Chinese.

Per *Ly-moon*, from Shanghai.—48 Chinese.

Per *Nizam*, from Bombay, &c.—103 Chinese.

REPORTS.

The French steamship *Calcutta* reports that she left Shanghai on the 22nd instant. Had fine weather throughout.

The British steamship *Nizam* reports that she left Bombay on the 8th instant. Had heavy cloudy and showery weather from Singapore to lat. 15 north, and moderate wind.

The German steamship *Ly-moon* reports that she left Shanghai on the 17th instant. Anchored near Kintoon Lightship until 1 a.m. on the 22nd. Had fresh south-easterly winds to Perhai Island; thence to port had light variable winds and calms.

Post Office.

A MAIL WILL CLOSE—For Europe, &c. Australia, India, &c. Madras, and Mauritius—Per *Calcutta* to-morrow, the 26th instant, at 11 a.m.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of Japan* to-morrow, the 26th instant, at 11 a.m.

For Foochow.—Per *Crown of Arragon* to-morrow, the 26th instant, at 11 a.m.

For Hongkong.—Per *Phra Chum Kiao* to-morrow, the 26th instant, at 11 a.m.

For Straits and Calcutta.—Per *Kaisang* on Thursday, the 27th instant, at 11 a.m.

For Amoy, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco.—Per *City of Peking* on Thursday, the 27th instant, at 12.30 p.m.

For Shanghai.—Per *Ningpo* on Thursday, the 27th instant, at 3.30 p.m.

For Macao, Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Callithum* on Thursday, the 27th instant, at 5 p.m.

For Bangkok.—Per *Taiyok* on Friday, the 28th instant, at 9.30 a.m.

For Siam and Calcutta.—Per *Catherine* on Tuesday, the 1st August, at 11.30 a.m.

For Europe, &c. India, via Bombay.—Per *Mahua* on Thursday, the 3rd August, at 11 a.m.

For Nagasaki, Kobe, and Yokohama.—Per *Amica* on Friday, the 4th August, at 5 p.m.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 771, T. Bendixen, 16th July—Saloon 12th July, Rice—Wielor & Co.

ARDAY, British steamer, 1,176, James Thom, 22nd July—Java, and Sourabaya 13th July, Sugar—Jardine, Matheson & Co.

AVONCHIE, British steamer, 1,056, A. Rowin, 11th July—Bangkok 20th July, and Koh-si-chang 4th July, Rice—Melchers & Co.

BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July—Bangkok 13th July, Rice—Laus, Wegener & Co.

BENLORE, British steamer, 1,150, J. Sarchet, 14th July—Saloon 10th July, General—Wooler & Co.

CAPE COLONNA, British steamer, 1,767, H. J. Alton, 21st July—Hongkong 18th July, Coals—Jardine, Matheson & Co.

CATHERINE, British steamer, 1,733, J. G. Offield, 24th July—Calcutta 8th July, Penang 15th, and Singapore 18th, Opium and General—D. Sassoon, Sons & Co.

CATTERTHUN, British steamer, 3,108, Neil Shannon, 24th July—Kobe, and Meji 18th July, General—Gibb, Livingston & Co.

CITY OF PEKING, American steamer, 3,129, R. R. Searle 17th July—San Francisco 24th June, and Yokohama 11th July, Mails and General—P. M. S. S. Co.

CROWN OF ARAGON, British steamer, 1,486, J. C. Doward, 17th July—Zanzibar 21st June, General—Gillman & Co.

DEUTEROS, German steamer, 1,197, W. A. Dinse, 23rd July—Saloon 19th July, Rice—Siemens & Co.

EMPRESS OF JAPAN, British steamer, 5,924, F. G. Monsaviet, 17th July—Vancouver 26th June, Yokohama 10th July, Kobe 12th, Nagasaki 13th, and Shanghai 15th, General—C. P. Railway Co.

FAME, British steamer, 1,177, Captain Melasac, 11th July—Singapore 11th, Penang 12th, and Hongkong 13th, General—Government tender.

FRED, Danish steamer, 397, C. L. Strand, 23rd July—Pakhoi 20th July, and Hoihow 22nd, General—Arnold, Karberg & Co.

GLENNAR, British steamer, 1,407, Moray, 24th July—Singapore 18th July, General—Jardine, Matheson & Co.

HAILONG, British steamer, 783, L. S. Roach, 24th July—Peechow 22nd July, General—D. Lapaix & Co.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 20th July—Saloon 16th July, Rice, Paddy and General—Wielor & Co.

HONGKONG, French steamer, 750, C. Bastrom, 8th July—Haiphong 6th July, Rice—A. R. Marty.

INDEPENDENT, German steamer, 1,003, Schaffer, 11th July—Maritimes 15th June, General—Wielor & Co.

KUTANG, British str., 1,495, G. H. Bowker, 21st July—Saloon 16th July, Penang 10th, and Singapore 15th, Opium and General—Jardine, Matheson & Co.

MANDARIN, British steamer, 1,170, C. W. Ralston, 13th July—New York 11th May, Port Said 6th June, and Singapore 6th July, General—Gibb, Livingston & Co.

MONKUT, British steamer, 359, Chas. Stonham, 24th July—Bangkok 16th July, and Koh-si-chang 18th, General—Yuen Fat Hong.

NAUSIM, British steamer, 805, J. Blackburne, 18th July—Singapore 12th July, Timber, &c.—Hop & Co.

NUBERG, German steamer, 3,207, B. Blanke, 23rd July—Yokohama 14th July, Kobe 17th, and Nagasaki 18th, Mails and General—Melchers & Co.

PHRA CHOM KHAO, British steamer, 1,011, J. Fowler, 13th July—Bangkok 6th July, and Koh-si-chang 13th, Rice and General—Yuen Fat Hong.

PILOT, British steamer, 165, A. Stapani, 10th July—Hongkong and Whampoa Dock Co.

PROSPERITY, British steamer, 1,387, W. H. Farrand, 14th March—Saloon 6th March, Rice and Paddy—Arnold, Karberg & Co.

TAIWAN, British steamer, 1,100, O. Anderson, 22nd July—Bangkok 13th July, and Koh-si-chang 16th, Rice—Butterfield & Swire.

TALVICK, German steamer, 903, N. Emke, 23rd July—Bangkok 16th July, Rice—Meyer & Co.

TRIMON, British steamer, 1,555, Jackson, 24th July—Singapore 18th July, General—Butterfield & Swire.

WUOTAN, German steamer, 1,050, A. Ott, 12th July—Karachi 6th July, Coals—Laus, Wegener & Co.

ZAYTO, British steamer, 675, A. W. R. Cobban, 18th July—Manila 15th July, General—Shewan & Co.

SAILING VESSELS.

ANBYRIA, British bark, 1,148, H. W. Dunlop, 5th July—Singapore 17th June, Timber—Meyer.

CINERIA, Danish bark, 1,158, H. Pedersen, 9th June—New York 30th December, Kerosene Oil—Order.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 6,000 Tons WEDNESDAY, 26th July.

EMPRESS OF CHINA 6,000 " WEDNESDAY, 16th August.

EMPRESS OF INDIA 6,000 " WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, 5th July, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 17th Aug.

Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 5th Sept.

Gaile (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 26th Sept.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 17th August, at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai.